

# The Hongkong Telegraph.

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TUESDAY, SEPTEMBER 29, 1903.

二拜禮

號九廿月九英港香

\$30 PER ANNUAL  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,210,000

*Head Office*—YOKOHAMA.

*Branches and Agencies.*  
TOKIO KOBE  
NAGASAKI LONDON  
EVANS NEW YORK  
SAN FRANCISCO HONOLULU  
BOMBAY SHANGHAI  
TIENTIN NEWCHWANG  
PEKING.

London Bankers:  
THE LONDON JOINT STOCK BANK, LTD.  
MARR'S BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

TARO HOUDUMI,  
Manager.

15th September, 1903. [15]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND:

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$6,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

H. C. W. DICKSON, N. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

C. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the Daily Balance.

ON FIXED DEPOSITS:

For 3 months, 4% per cent. per annum.

For 6 months, 4½ per cent. per annum.

For 12 months, 4½ per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1903. [15]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. K. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. J. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 1st September, 1903. [16]

# HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1903.

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 4½% per annum.

" 6 " 3½ "

" 12 " 4% "

E. F. GROS,

Acting Manager.

Hongkong, 1st December, 1902. [16]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA	About and October	Freight only.
(Passing through the Inland Sea)	C. J. Benton, R.N.R.	October	
SINGAPORE, COLOMBO and BOMBAY	SHANGHAI	About 3rd October	Freight and Passage.
(Calling at Penang if sufficient indemnity offered)	A. Thorson, R.N.R.	October	
HONGKONG, KOBE & YOKOHAMA	PEKIN	About 5th October	Freight only.
(Passing through the Inland Sea)	C. R. Longden, R.N.R.	October	
SINGAPORE, COLOMBO and SHANGHAI, KOBE & YOKOHAMA	MALTA	About 9th October	Mail Steamer.
(Passing through the Inland Sea)	C. L. W. Field	October	
LONDON, &c.	SIMLA	Noon, 10th October	See Special Advertisement.
SINGAPORE, PENANG and BORNEO	C. D. Goldsmith, R.N.R.	October	
COLUMBO, PORT SAID and MARSEILLES	G. W. Judson, R.N.R.	About 17th October	Freight and Passage.

To further Particulars apply to

Hongkong, 28th September, 1903.

E. A. HEWETT, Agent.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

### PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.

ZIELTEN THURSDAY, 1st October.

SEIDLITZ WEDNESDAY, 14th October.

KOON WEDNESDAY, 28th October.

PREUSSEN WEDNESDAY, 11th November.

HAMBURG WEDNESDAY, 25th November.

PRINZ HEINRICH WEDNESDAY, 9th December.

KONIG ALBERT WEDNESDAY, 23rd December.

KIAUTSCHOU WEDNESDAY, 6th January, 1904.

SACHSEN WEDNESDAY, 20th January, 1904.

BAUERN WEDNESDAY, 3rd February, 1904.

SEIDLITZ WEDNESDAY, 2nd March, 1904.

PREUSSEN WEDNESDAY, 16th March, 1904.

ROON WEDNESDAY, 30th March, 1904.

HAMBURG WEDNESDAY, 6th April, 1904.

PRINZ HEINRICH WEDNESDAY, 20th April, 1904.

Steamers of the Hamburg-Amerika Line.

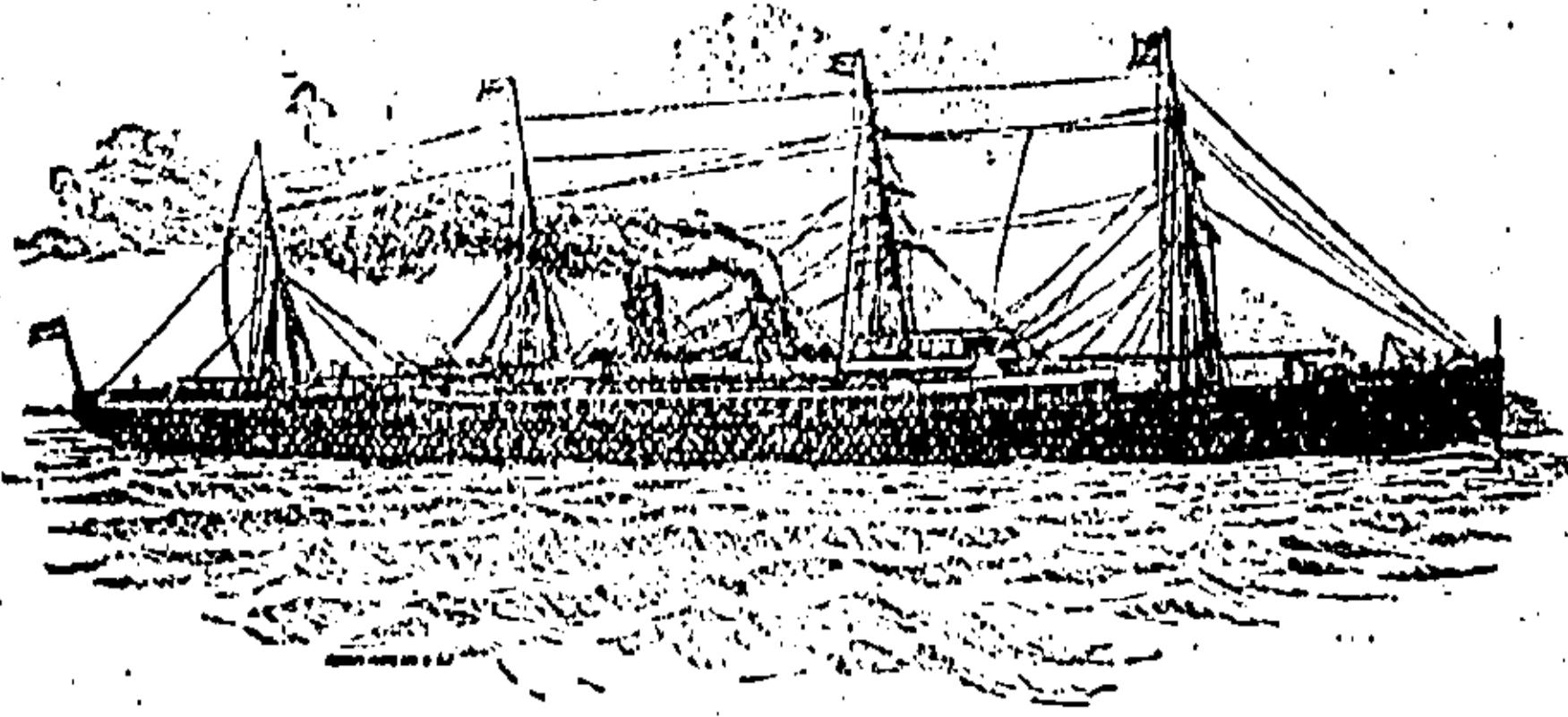
ON THURSDAY, the 1st day of October, 1903, the Steamship "ZIELTEN,"

of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MAIDS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 29th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 30th instant, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 30th instant.

Mails:

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAELIC"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.
"DORIC"	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	TUESDAY, 24th November, at Noon.
"SIBERIA"	WEDNESDAY, 2nd December, at Noon.
"COPTIC"	WEDNESDAY, 9th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 26th September, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "TARTAR" 4,425 Tons—WEDNESDAY, 7th October.  
"EMPERESS OF CHINA" 6,000 " WEDNESDAY, 21st October.  
"ATHENIAN" 3,882 " WEDNESDAY, 4th November.  
"EMPERESS OF INDIA" 6,000 " WEDNESDAY, 18th November.  
"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 16th December.  
"EMPERESS OF CHINA" 6,000 " WEDNESDAY, 13th January, 1904.  
"ATHENIAN" 3,882 " WEDNESDAY, 27th January.  
"EMPERESS OF INDIA" 6,000 " WEDNESDAY, 10th February.  
"TARTAR" 4,425 " WEDNESDAY, 24th February.  
"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 9th March.  
"EMPERESS OF CHINA" 6,000 " WEDNESDAY, 30th March.  
"EMPERESS OF INDIA" 6,000 " WEDNESDAY, 20th April.  
"ATHENIAN" 3,882 " WEDNESDAY, 27th April.  
"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 11th May.

THE magnificient "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent,

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
ABESSINIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	7th October.	Freight.
Filler	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	20th October.	Freight.
BRISGAVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	3rd Nov.	Freight.
Saxonia	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	17th Nov.	Freight.
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st Dec.	Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
Bork			

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	..... 3,63 tons.....	Captain H. D. Jones.
"POWAN"	..... 3,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	..... 3,250 "	A. A. Dixon.
"HAI-KUW"	..... 3,073 "	C. V. Lloyd.
"KINSHAN"	..... 3,860 "	J. J. Lissius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	..... 1,998 tons.....	Captain W. E. Clarke.
Do.	from Macao to Hongkong daily at about 7.30 A.M.	

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	..... 219 tons.....	Captain T. Hamlin.
Do.	leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.	

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING"	..... 369 tons.....	Captain R. D. Thomas.
Do.	leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M.	

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow to Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

## OR of BUTTERFIELD &amp; SWIRE,

## Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. [1357e]

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

## AMATEUR WORK GIVEN SPECIAL

## ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.C. W. CLARK,  
Between Queen's Road and Des Voeux Road,  
ORIENTAL COSTUMES AND FANCY DRAPERY FURNISHED.WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

## LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES,  
GENERAL STOREKEEPERS,

## WINE AND SPIRIT MERCHANTS.

25, Des Voeux Road Central, Hongkong,  
and  
Shakee Street, Canton.

## SOLE AGENTS FOR

"KIRIN" LAGER BEER.  
PARKMORE GLENLIVET WHISKY.Largest Importers in the Colony of  
HEINZ FAMOUS PICKLES & PRESERVES.

## FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903. [1173e]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

## THE MANAGER.

Hongkong, 1st November, 1903. [1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.

## VIENNA.

## THE INVENTORS OF INCANDESCENT

**A POVERTY-STRIKEN PROVINCE.**

Amoy is a poor place, and according to the Consular report published by our Foreign Office, last year was a decidedly unfortunate one for it. Owing to the exceptional drought the early rice-harvest was very poor, and during the spring and summer months, says Mr. Consul Haussler, plague and cholera prevailed as usual in the principal inland centres of consumption.

Heavily increased taxation in every possible direction, accompanied by general lawlessness throughout the province, further interfered with trade, while in October a disastrous fire occurred in Amoy which destroyed a large part of the business quarter of the town. General loss resulted, and very few business men made money during the year.

**THE MORPHIA HABIT.**

Both imports and exports showed a falling off, but, owing to the failure of the native opium crop, the importation of foreign opium of all sorts rose last year to 464,838 lb., as compared with 337,517 lb. in 1901. The importation of rice also increased considerably, 70,366 tons being received from the Straits, Rangoon, and Saigon, as compared with 12,866 in the previous year.

The practice of morphia injection, says the consul, appears to be increasingly common among the coolie class, and the importation of this drug increased from 12,000 oz. to nearly 20,000 oz.

"The general poverty of the province and the lack of proper means of communication are," continues Mr. Haussler, "shown by the trifling list of exports of native produce. Owing to the mountainous nature of the country and the absence of all roads and navigable rivers the cost of carriage is generally prohibitive, and the export trade is necessarily confined to a very limited area near the treaty port."

The only important items are sugar, paper, and a little tobacco. These three items account for 157,360 of the total export value of 290,750, the balance being made up by a number of articles exported for the consumption of Chinese in the Straits."

**A VALUABLE ARTICLE OF TRADE.**

The consul has, however, a little hope for the camphor industry. Camphor, he says, appeared in the Customs returns as a separate item for the first time in 1901, when 25,460 lb. were exported. Last year that amount rose to 55,031 lb., and with a little fostering there was no doubt that commodity might in time become a most valuable article of trade.

"The Amoy circuit," he says, "is perhaps one of the most poverty stricken in China, and the revenue has never been really adequate to the needs of the local government. The transit pass system has interfered greatly with the revenue from Ikin, and the recent absorption of the native customs by the Imperial Maritime Customs has further diminished the local government's resources."

**A POSSIBLE CHANCE OF IMPROVEMENT.**  
Mr. Haussler, at the conclusion of his report, points out a way in which the introduction of foreign capital would prove remunerative, and assist in developing the industrial activity of the place. He says:—

"In the early part of the year a British syndicate formed in Hongkong acquired from the original native concessionaires certain mining and prospecting rights in the district of Au Chi. This and the adjoining district of Lung Yen appear to be rich in iron and coal of excellent quality, which would fetch remunerative prices could they be conveyed cheaply to the coast."

"The mines are only some 60 miles inland, but under present conditions the cost of carriage is quite prohibitive, owing to the absence of all transport facilities. The difficulties are not insuperable, and it is in this direction that the introduction of foreign capital and consequent development of industrial activity will most surely rescue the Chinese of this region from their poverty, and enable the trade of the port to emerge from its present stagnation and dull monotony."

**SIBERIA FULL OF WAR PREPARATIONS.****INTERVIEW WITH A RECENT TRAVELLER.**

St. L. de Mendonça e Costa, director of the *Railway Gazette* of Portugal, has just completed the journey from Europe to the Far East by the Siberian Railway, and is now spending a few days in Japan before returning to Lisbon. His wife accompanies him, and is indeed the "better half" linguistically, speaking English more fluently. In the course of an exceedingly interesting conversation, we (*Japan Gazette*) learnt something of their impressions of Siberia, and they throw fresh light on Russian movements in view of the latest political developments. They found war preparations everywhere. Troops are everywhere, and the freight trains and depots are filled chiefly with military stores. A very noticeable feature all along the line was the number of armoured cars which the Russians have—perfect travelling forts. The travellers observed not merely one or two of these at special places, but many everywhere, forming quite a common feature of the whole line. The trucks are of the 40-ton size, built of massive timbers heavily clamped with iron, and loop-holed for rifles. Their significance is self-evident. St. L. de Mendonça e Costa says that, as far as could be observed in the rapid journeys, there is practically no commercial and industrial development throughout Siberia. Coming from Portugal, where every foot of the land is under cultivation and produces abundant crops of everything, they found the desolation of Siberia little less than appalling. Towns so few and far between, farms so wide apart, that the land seems almost all empty and unproductive, while soldiers constitute the predominant sign of life—this is Siberia as it seems to the best critical eye of the Lisbon *Railway Gazette* director.

Statistics indeed exist showing that Siberia does as a matter of fact export enormous quantities of produce; but, big though the figures appear on paper, the aspect of the country is one of uttermost emptiness to those who actually see it. And, taking these large statistics in their simple mathematical ratio to area, they prove quite insignificant after all. Siberia is at present a vast military parade-ground; what else it may be is quite secondary, and not likely to attain comparative importance for many years to come.

On the railway itself, Sr. Mendonça e Costa takes a practical view, more favourable than those of most travellers hitherto. Generally speaking, "c'est un peu défective; mais il marche." It has faults, but it gets along. That is the important point.

About Japan, it is most interesting to learn the views of these distinguished compatriots of Vasco da Gama, the pioneer of European intercourse with the Far East. They admire the Japanese more than they do the Chinese, of course, and comment on the great difference in cleanliness and wholesomeness of the two peoples, in their towns, their dwellings and their persons. Peking they consider the most horribly filthy place they ever could imagine; they had intended to stay eight or ten days, but could not stand more than three, though they agree that it is a marvellously interesting city. When we mentioned that Canton is a hundred times filthier, and that Peking is a paradise of pure air and cleanliness compared with the congested and concentrated impurities of the south, our visitors nearly had fit. At any rate, they appreciated the superiority of Japan so much the more.

The status of women here gives a very unfavourable impression to travellers from the home of chivalry, the ancient Lusitania. When they found that it is customary here for a wife to keep at a respectful distance behind her husband when going along the streets, instead of occupying her proper place at his side, they said, very truly, "If the mothers of the race are made inferior, so is the race itself." This is a saying likely to cause a tremendous amount of angry contradiction and heated argument, but it is scientifically correct, as true and unshakable as the law of evolution itself.

—*The Nagasaki Press.*

**Auctions.****GOVERNMENT NOTIFICATION.**

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of October, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near Peak Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Particulars of the Lots.	No. of Sale.	Registry No.	Boundary Measurements.	Locality.	Annual Rent.	Upset Price.	1903	
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## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Our celebrated "E" Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen ..... \$16.50  
less 10 per cent. discount on account of current Exchange.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

TELEPHONE NO. 320.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1841.

A CHEE & CO.,  
祥利廣TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903.

[72d]

CARMICHAEL AND  
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 29th March, 1903.

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THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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## TELEGRAMS.

(Reuters.)

## The New Cabinet

London, 27th September.

Mr. Balfour has left Balmoral.

## The Transvaal.

The Transvaal Government has decided to postpone the construction of the new railways in view of the scarcity of labour.

## Beirut.

It is announced in Washington that the American warships are not likely to be withdrawn from Beirut at present. The town is quiet, but nothing like permanent order has been established.

LATER.

The United States have refused to withdraw their warships from Beirut at the suggestion of the Porte.

## The Near East.

Although a calmer feeling prevails among the officials in Constantinople in the hope of a direct understanding between Turkey and Bulgaria, the Porte continues to make preparations. Sixty-four battalions are mobilizing in Asia Minor, thirty-five of which will proceed to Salonika and the remainder to Adrianople.

The snow is already higher on the mountains of Macedonia, where thousands of homeless villagers have taken refuge.

(N. C. D. News.)

## The Future of Morocco.

London, 23rd September.

The question of Morocco has been discussed between France and Great Britain, but there is no present idea of establishing French predominance in Morocco.

The French military preparations in Southern Algeria are due to the necessity of dealing with the recurring raids.

## Mr. Chamberlain's Retirement.

London, 23rd September.

In addition to direct telegrams of sympathy received by Mr. Chamberlain, the Colonial Office has published many official telegrams from the Colonies, expressing regret at Mr. Chamberlain's resignation, appreciation of his great services to the empire, and sympathy with his policy.

## An Olive Branch.

Tokio, 24th September.

Baron von Rosen, Russian Minister to Japan, has left Tokio for Port Arthur, which is regarded as politically important, as his influence will certainly be exerted in the cause of peace.

## The Question of Yung-Ampho.

Tokio, 24th September.

Owing to the presence at Yung-Ampho of Chinese brigands hostile to the Lumber Company, Mr. Pavloff applied to the Korean Government to protect his nationals; but Korea answered that as the Russians were occupying a non-treaty settlement, they must their own risks.

To this Mr. Pavloff retorted, hinting at the employment of Russian soldiers, in default of the Korean protection promised by the concession to the Lumber Company.

## Lively Times in Servia.

London, 24th September.

The complete victory of the Radicals (who supported the murdered King) in the Servian election leaves them face to face with the regicide clique.

This promises interesting developments; meanwhile the court-martial on Captain Novakovich, the leader of the counter-conspiracy, has begun.

## China, the new Russian Demands, and Japan.

Peking, 25th September.

Prince Ching and the Ministers of the Grand Council and the Waiwupu are agreed on conceding all the new demands made by Russia, except the two articles relating to the establishment of landing-places on the river Sungari, and the line of military stations between Blagovestchensk and Tsitsihar.

Viceroy Chang Chih-tung and Yuan Shih-kai, seeing that there is nothing else to be done, have withdrawn their objections.

The Japanese Minister, Mr. Uchida, has strongly objected, his late protest being to the effect that, in case China secretly decides to concede any points which have not received Japan's previous assent, Japan will take her own course of action.

Prince Ching is in an awkward position between Russia's demands and Japan's objections. His visit to Mr. Conger, the U. S. Minister, last Tuesday had for its object to beg Mr. Conger's friendly interference to soften the Japanese objections, which the American Minister declined to do, considering the task a hopeless one.

All the Chinese Government can do is to await the progress and development of the negotiations that are going on at St. Petersburg between Japan and Russia.

## (Japan Exchanges.)

## British Military Manoeuvres.

London, 25th September.

The British autumn military manoeuvres commenced yesterday. They extend over an area of eighty miles square in the southern counties.

The first army corps, under the command of Field Marshal Sir Evelyn Wood, K.C.B., is attacking the second army corps which is under the command of General Sir John French.

Four Japanese officers are attending the manoeuvres—Colonel Oka, Colonel Ushimomiya, Captain Kondo, and Captain Furukawa.

## Bulgaria appeals to the Powers.

London, 27th September.

Bulgaria has addressed a note to the great Powers appealing to them to prevent massacres and demanding that Turkey shall be forced to cease mobilizing her forces. Unless the Powers intervene immediately Bulgaria declares that she will take action herself in the matter.

## Resignation of Mr. Chamberlain.

London, 28th September.

It is understood that the resignations of Mr. Chamberlain and Mr. Ritchie are due to the proposed fiscal changes in the country's policy not meeting with sufficient support.

Lord George Curzon is said to have resigned owing to an altercation with Mr. Brodrick, the Secretary for War, arising through the latter's plan to clear India with some portion of the expenses incurred in connection with the maintenance of troops in South Africa.

These charges are regarded in Tokio as of grave importance to Japan in her present uncertain condition.

## Britain's Fiscal Policy.

London, 28th September.

Mr. Balfour has published a pamphlet definitely favouring a protectionist policy. This pamphlet becomes the basis of a forthcoming address at Sheffield on the first of October.

Mr. Balfour and Mr. Chamberlain entirely agree upon the necessity for a change in the fiscal policy of Britain.

## The Duke of Devonshire remains silent.

## The Turkish Sovereignty over Bulgaria.

London, 28th September.

Twenty thousand Bulgarian frontier reserves have been mobilized, and there is a general insurrection. Salonica Vilayet has been divided into eight districts commanded by Bulgarian officers, and General Tsoncheff has been appointed to supreme command.

Russia has likewise issued an order for the mobilization of eighty thousand troops at Odessa and Tiraspol.

Prince Ferdinand of Bulgaria returns to Sofia to-day.

## Georgia Cotton.

London, 28th September.

Bad weather has damaged the Georgia cotton crop.

## America and the Manchurian Evacuation.

Peking, 15th September.

Mr. Conger, American Minister to Peking, states that he has not received any advice from Washington with regard to the recent Russian demand in connection with Manchuria. The protest, should one be made, will be sent direct by the American Government to Russia.

## Russia's Demands in Manchuria.

Peking, 15th September.

It is reported that one million pounds of food-stuffs have been stored in Port Arthur and two excellent guns have been also landed at the port.

Besides those conditions already known, which Russia has put forward, in regard to Manchuria transmitted in a previous despatch, it is stated in well-informed circles that there are two important, still unpublished, proposals by M. Lessar in connection with the evacuation.

## Across London in an Airship.

London, 18th September.

Mr. Spencer, the well-known aeronaut, successfully navigated an airship across London last night.

## The Manchuria Question.

Seoul, 18th September.

The rioting of mounted bandits at Takao is believed to have been instigated by Russians, with the intention of creating a fresh excuse for not evacuating Manchuria. The Russians are preparing to reconstruct telegraphic communication between Antung and Mirokudo, Korea.

## "ARE YOU A MASON?"

There are few theatregoers in Hongkong who have not laughed over this most laughable farce, and who would be unwilling to again sit through the merry acts. Early in the year the Brumsgaves gave us several opportunities to enjoy the rollicking fun, and now the Pollards are entertaining the public to another taste from the same genre of dramatic folly.

They are serving it in the best style, and last night's production of the piece augurs well for a big house to-night. The story is well known—nights out that have to be accounted for, terrible vigils worrying the lives of uninitiated "masons" desirous of posing as being on the square, and an inevitable bungle savouring of the general muddle associated with "Charlie's Aunt." Mr. Nibley took the part of Amos Bloodgood and Mr. Watson appeared as Frank Perry, while Mr. R. E. Ellison portrayed the frank old farmer Hallion. Mr. H. Carr represented Travers and Mr. A. Tullett took the rôle of Fisher, the stockbroker. Of the ladies, who do not have burdensome parts to perform, one of the best was Miss Blanche Clements as Lottie, the servant, while Miss Tempest made another very favourable impression with the rôle of The Bumble Bee. The play will be staged again this evening, and to-morrow and Thursday the company intend playing Why Smith Left Home. A special bill is being arranged for Friday when the company give a farewell performance.

A notice to mariners issued by the Acting Coast Inspector, Shanghai, draws attention to the following changes:—The Kittoon Light vessel has been shifted to a position 1 mile N. 65° 30' W. of her former station; and the Fairy Wreck.

Unlighted Buoy has been replaced by a Gas-lit Bell Buoy, with a conical superstructure, painted green, bearing the word "Wreck" in white letters, and showing an occulting white light every 6 seconds, thus:—Light, 4 seconds;

Eclipse, 4 seconds. All bearings given are magnetic.

## HONGKONG CRICKET CLUB.

## ANNUAL MEETING.

Speaking at the annual meeting of the Hongkong Cricket Club last evening, Mr. E. W. Mitchell, President, said that the team for Shanghai would leave on the 7th prox., and taking them all round they were a good level lot and should give a good account of themselves up North, but whether they won or whether they lost he was sure they would prove themselves worthy representatives of the H.K.C.C.

He also referred to the finances of the club which started the year with a credit balance of \$1,379 and closed with a cash balance of \$2,428 with \$768 yet to be collected. He subsequently proposed the adoption of the report and accounts.

Mr. Cooper seconded and the motion was carried:

## OFFICERS:

Mr. E. W. Mitchell was re-elected President, and the following officers were appointed to fill the vacancies on the Committee:—Messrs. R. Hancock, F. Maitland, P. W. Goldring, Lt. Rimington, S.F., Lt. Sofield, R.N., Messrs. H. Arthur, J. T. Dixon and A. Mackenzie.

The Chairman announced that the ground would be opened to members on 5th October, and to play the usual match, XI v. XI. All-comers, on the following Saturday. A match would be played on Saturday next, between the team for Shanghai and the best eleven that could be raised against them.

## THE PAVILION SCHEME.

In referring to this scheme, which has already been given at length in our columns, the Chairman mentioned that it was not a committee scheme altogether, but had been put forward just to see what the members thought about it. To repair the existing building would cost \$5,000.

Mr. W. B. Dixon thought that in the plans of the proposed new pavilion the lavatories, etc., seemed to take up too large a space, and the score arrangements were capable of improvement.

Mr. P. W. Goldring was very much opposed to the scheme, and thought the Club could not afford to spend \$30,000 on a pavilion or anything else. He suggested that the present pavilion be put in repair or another pavilion built, at an expenditure not to exceed \$6,000 or \$7,000.

Mr. E. H. Hinds also doubted whether the Club would be able to pay the interest on the proposed issue of debentures.

Mr. R. K. Leigh, while agreeing that Mr. Ram had given them a very pretty design of a pavilion, was of opinion that a suitable building could be provided for \$20,000. The dressing rooms should be on the ground floor, and there should be a separate staircase leading to the roof, which should be flat for the convenience of spectators viewing the matches, and which should be provided with a verandah and protracted to the weather.

His Honour A. G. Wise suggested that the matter should be referred to the committee in order to see if the money could be raised at all on the debentures. He very much doubted whether they would ever get \$5,000 or \$30,000.

The Chairman said he thought Mr. Justice Wise's suggestion a good one, and that the matter should be referred to the committee.

His Honour A. G. Wise—What is the security you offer?

The Chairman=None whatever.

Mr. Goldring then moved that the matter be referred to the committee for them to consider ways and means and the three alternatives:—(a) that we shall carry out the plan as submitted in the paper sent to members, that a new pavilion shall be erected in the N.W. corner of the grounds; and that the present pavilion shall be repaired; (b) and that the committee shall invite tenders for which of these three schemes they, after mature deliberation, consider will be most satisfactory and beneficial to the interests of the Club.

The motion was agreed to and the committee was empowered to invite such members of the Club as they thought fit to join the Committee and advise them in the matter.

This concluded the business.

## GERMAN MAIL STEAMER IN COLLISION

## WITH THE OLD "SKRAMSTAD."

Advice from the North state's that at about 9.30 p.m. on the 21st instant, the Japanese steamer Chishima Maru, bound from Moji to Shanghai with a cargo of coal consigned to Messrs. Wallen &amp; Co., came into collision, near the Kiutoan Beacon, with the new N.-D. S. Seydlitz, which left here for Japan on the 17th instant. The Chishima Maru was badly stove in on the starboard bow and had to be beached about two miles N.W. of the Kiutoan Beacon, and it is expected that when she is lightened of her cargo she will be brought into the dock at Shanghai. The N. C. D. News of 24th instant states that the Shanghai Tug and Lighter Company have already commenced the work of salvaging the cargo, and the vessel will be patched up and taken to Shanghai for repairs. This is the second time that the Chishima has come to grief. The first time was when she was under the Norwegian flag as the Skramstad and was sunk in a collision in Hongkong Harbour, where she got mixed up with the Tai-chong and Perla. The first report of the occurrence was brought by the Indo-China Co.'s steamer Pichili. The court of inquiry will be held in Japan. The Captain of the Chishima has reported the accident to his Consul, and the Captain of the Seydlitz has done the same to his Consul. The German mail steamer suffered little damage and after standing by the vessel for some time to render assistance if necessary proceeded on her voyage.

IMPERIAL GERMAN MAIL LINE.

## FOR EUROPE.

THE Departure of the I.G.M. Steamship

## "ZIETEN."

has been POSTPONED to THURSDAY, the 1st October. The Exact Hour of Departure will be given later.

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; CO.

Agents.

## HAMBURG-AMERIKANISCHE LINIE.

Hongkong Office.

## JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

## H. M. THE KING.

and

## HRH the PRINCE OF WALES.

Supplied at all the LEADING CLUBS

and HOTELS, and by the

LANE CRAWFORD'S CO.

## SIX-A-SIDE FOOTBALL MATCHES.

## ANNUAL MEETING.

Yesterday afternoon the first matches for the Six-a-side Challenge Cup and medals were played at the Happy Valley, the teams meeting being Worcester's v. Brent's and Bonnar's v. Clark's. In the first match the game resulted in a draw, while Bonnar's team beat Clark's by 2 goals to nil. The teams were as follows:—W. G. Worcester (Capt.), A. Boyd, Dr. Kew, H. C. Sandford, C. C. Hickling, and A. O. Braun.

H. A. Brent (Capt.), J. S. Gaskell, J. M. Forrester, W. R. Rowley, P. H. Campbell, J. H. Hance, J. C. Bonnar (Capt.), H. S. Holmes, C. Umphries, F. D. Bain, A. R. Rogers, and W. A. Stopani.

W. W. Clark (Capt.), J. Johnstone, L. Chesney, W. T. Caulfield, W. A. Crike, C. J. Barnes.

## OFFICERS:

Mr. E. W. Mitchell, President, and the following officers were appointed to fill the vacancies on the Committee:—Messrs. R. Hancock, F. Maitland, P. W. Goldring, Lt. Rimington, S.F., Lt. Sofield, R.N

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.

S.S. "CALCHAS" left Singapore on 26th inst. a.m. and may be expected to arrive here on or about 1st October.

## HOMewardS.

FOR	STEAMERS	TO SAIL
LIVERPOOL	"IDOMENEUS"	On 13th October.
MARSEILLES, L'DON & A'WERP.	"AGAMEMNON"	On 13th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, vid	"CALCHAS"	On and October.
NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
S.S. "MACHAON" left Moji, at daylight, 29th inst., and should arrive here on the 4th October.		

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th September, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS.	TO SAIL
NINGPO and SHANGHAI	"SHAOHSING"	30th September.
MANILA, CEBU and ILOIO	"HUPPE"	30th "
YOKOHAMA and KOBE	"TAIYUAN"	2nd October.
WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEIYANG"	2nd "
SHANGHAI and CHINKIANG	"KANSU"	2nd "
MANILA	"OHINGTU"	5th "
POR DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	5th "
MANILA	"SUNGKIANG"	7th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th September, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond .....	MANILA (DIRECT)...	SATURDAY, 3rd Oct., at 10 A.M.
ZAFIRO.....	2540	R. Rodger .....	MANILA (DIRECT)...	SATURDAY, 10th Oct., at 10 A.M.
PERLA.....	1980	J. McGinty .....		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 29th September, 1903.

(1208d)

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail  
"INDRAVELLI"..... 4,899 R. P. Craven Oct. 14, 1903.  
"INDRAPURA"..... 4,899 A. E. Hollingsworth Nov. 14, " "  
"INDRASAMHA"..... 5,197 W. E. Craven Dec. 14, "  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

1266c] ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW	"ANPING MARU" .....	J. Goto .....	SUNDAY, 4th Oct.
FOR TAMSUI	"DAIJIN MARU" .....	T. Ogata .....	SUNDAY, 4th Oct.
FOR ANPING	"MAIDZURU MARU" .....	K. Akashi .....	
FOR TAMSUI	"DAIGI MARU" .....	T. W. Groves .....	

\* Via SWAZOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' waterfront premises at Tsimshauz and all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Vangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S Steamship to Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

(1279c)

## Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.  
THE H.A.L. Steamship

## HONGKONG-MANILA,

## REDUCED SALOON PAS-

## SAGE MONEY:

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903. [804c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning to

Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommo-

dation for First Class Passengers. Ship lighted

Passage Fare, \$1 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322c]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week

Days, at 8.30 A.M.; on Excursion Sundays,

at 8.30 A.M.; from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including

cabin and servant), \$5; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Train and Dinner, either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 33 hours to reach

Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HALLOONG,"

Captain Evans, will be despatched for the

above Port, TO-MORROW, the 30th instant,

at Daylight.

For Freight or Passage apply to

DOUGLAS LAPRAK &amp; CO.,

General Managers.

Hongkong, 29th September, 1903. [1181c]

## TOYO KISEN KAISHA

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

## GENERAL DRAPERS & HIGH CLASS DRESS-MAKERS.

### DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

### CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

### PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

### DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hop-sacks, and full range of Fancy Dress Materials, always on hand.

### GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

### HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

### SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Poulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

### CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

### RIBBONS:

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

### LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

### LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camesoles, Combinations, Bath and Dressing Gowns, etc.

### BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart footwear.

### CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

### THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

### THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

September 25th.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

### UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

### HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannelettes in large variety.

### LININGS.

We hold a full Range of Dressmakers' Linings and Sundries, Sateens, Linenets, Scleccias, Black, Backs, &c.

## SEASON'S NEW GOODS.

The following goods are the pick of the markets:

Ladies should make an early call and get best choice.

- SILK BLOUSES.
- LACE ROBES.
- FANCY DRESSGOODS.
- RICH SILKS.
- PRETTY TRIMMINGS.
- GOLF CAPES.
- STYLISH COATS.
- DUST CLOAKS.
- SILK SKIRTS.
- PANNE VELVET.
- MORNING GOWNS.
- CORSETS.
- NEW TWEEDS.
- NOVELTIES IN BUTTONS.
- FURS.
- FELT HATS.
- FLOWERS.
- COFFEE COATEES.

34, Queen's Road Central.

### TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

### JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

### VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

### BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

### CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

### TABLE COVERS.

In all the newest designs and makes.

### CARPETS.

Axminster, Brussels Tapestry, and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

### QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

### IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

### HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black, Lead; Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

### DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

### GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominos, Chess, Draughts, Children's and Adults' Table Games stocked.

### TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

### DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

### FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

### OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass; English-made.

### GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

### TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

### LADIES' HAT BOXES.

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

### SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

### CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,  
MANAGER.